



West Coast Sailors

Official Organ of the Sailors' Union of the Pacific

Volume LXXVIII No. 9



SAN FRANCISCO, CALIFORNIA

Friday, September 25, 2015

Pension benefit increase agreed to by APL and Matson

On September 16, the Sailors' Union of the Pacific, the Marine Firemen's Union and the Seafarers' International Union-Marine Cooks, which comprise the SIU-Pacific District for collective purposes, proposed and successfully negotiated a pension increase for future and current retirees with APL Marine Services and Matson Navigation Company.

For those participants of the SIU-Pacific District Pension Plan who retire on or after July 1, 2015, the pension benefit will increase by \$75, for those who retire at age 60 or older with 25 years seetime with pro-rata increases for participants with less than 25 years covered employment. The full breakdown of pension benefit increases will be published in October's *West Coast Sailors*.

Members already on pension who retired at age 55 or older with at least 20 years of qualifying time will receive a 2% increase to their monthly benefit, retroactive to July 1.

The Pension Plan office indicates that the benefit increase will be reflected in the November pension checks retroactive to July 1.

Save American jobs: Renew the charter of the Export-Import Bank!

The failure by Congress to renew the charter of the Export-Import Bank of the United States is costing American workers, including American maritime workers, jobs.

This month General Electric (GE) announced it is bidding on \$11 billion in power projects that have already received a line of credit from the French export credit agency. With no Export-Import Bank financing available, G.E. intends to move 500 jobs overseas—400 to France with the remaining 100 jobs to

China and Hungary. American workers in Maine, New York, South Carolina and Texas will suffer the job losses.

Significantly, commodities that would have shipped as a result of Export-Import Bank financing must be carried in part in U.S.-flag vessels with American crews. This includes direct loans of any amount, guarantees above \$20 million and products with repayment periods of more than seven years.

In addition to the SUP, U.S.-flag shipping companies and the other maritime Unions, the

U.S. Chamber of Commerce, the National Association of Manufacturers and the Business Roundtable are urging Congress to renew the charter for the Export-Import Bank so it can once again provide financing for the sale of American products overseas. Supporters of Export-Import Bank point to data which shows that in fiscal year 2014, the bank provided \$27.5 billion worth of U.S. export financing, supporting about 164,000 jobs including jobs aboard U.S.-flag vessels.

continued on back page

Consumers and lawmakers take steps to end forced labor in fishing

Federal lawmakers, State Department officials, fishing and pet food companies, and class-action lawyers are stepping up efforts to combat forced labor at sea.

This month, a group of consumers filed a class-action lawsuit in California against Mars, accusing the company, among the biggest producers of seafood-based pet food in the world, of failing to disclose its dependence on forced labor. A similar lawsuit was filed in late August against Nestle, also a major producer of seafood-based pet food.

Several lawmakers have also

begun trying to address the problem. Senator Richard Blumenthal (D-Connecticut), proposed legislation in August aimed at increasing transparency and accountability in corporate supply chains. The bill requires larger companies to report in their financial filings what they are doing to prevent the use of trafficked workers.

Congresswoman Carolyn B. Maloney (D-New York), who introduced similar legislation in the House, sent a letter to the National Oceanic and Atmospheric Administration, or NOAA, which monitors the oceans, urging the agency to focus not just on illegal fishing but also on preventing "trafficking and slavery in the fishing industry. I am particularly concerned by the fact that trafficking and other human rights abuses are part of the supply chain for seafood that is imported into the U.S.," she wrote.

In taking these steps, the lawyers and lawmakers cited a recent *New York Times* series, "The Outlaw Ocean", about lawlessness on the high seas. One of the articles focused on migrant boys and men who were sold onto fishing boats in the South China Sea, where they were held captive, sometimes for years.

Thai Union Frozen Products, Thailand's largest seafood company, responded to the series by saying that it planned to audit all of its suppliers to check for

labor abuses by December. To better track conditions on board ships, it intended to significantly reduce the number of boats from which it buys fish, company officials said. "Thai Union is completely committed to eradicating human trafficking in any and every part of our supply chain," said Sasinan Allmand, a company spokeswoman.

In late July, Secretary of State John Kerry announced his agency's decision to keep Thailand on the lowest tier of the State Department rankings on human trafficking, indicating that

the country was not making a significant effort to combat the problem. "We want to bring to the public's attention the full nature and scope of a \$150 billion illicit trafficking industry," Kerry said then.

In late September, the Senate Caucus to End Human Trafficking, chaired by Senator Blumenthal and Senator Rob Portman (R-Ohio), is scheduled to hold a briefing about the problem of forced labor in fishing. The panel plans to discuss ways that the United States government might adjust its purchasing policy to

reward companies that have better policies in place to prevent labor abuses.

Nestle's Fancy Feast cat food was among several major brands of seafood-based pet food exported to the United States by Thai Union, the investigation found. Some of the fish was processed by a subsidiary, Songkla Canning Public Co., and was caught on boats using forced labor.

The two class-action lawsuits filed in the Federal District Court for the Central District of Cali-

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Navy League opposes changes to Jones Act for Puerto Rico

In a letter sent to the leadership of Congress on September 9, the Navy League of the United States addressed ranking members of the House Armed Services Committee urging them to oppose any changes to the Jones Act in the event any legislation is considered to assist Puerto Rico during its economic crisis.

The Navy League set the record straight on false claims by Jones Act opponents that the law and the maritime industry is to blame for the Puerto Rican debt crisis. As the Navy League indicates in its letter, the Jones Act is critical for the island's national and economic security.

"Exempting Puerto Rico from the Jones Act would undermine national security. The U.S.-mainland-to-Puerto-Rico trade is a major American non-contiguous shipping trade. Ironically, Puerto Rico soon will be served some of the most modern, state-of-the-art vessels in the American fleet. Exempting Puerto Rico and changing the rules in the middle of the game would cause a ripple effect that would impact the entire American shipping industry. "...the U.S. General Accountability Office (GAO) recently completed the most comprehensive study of the Jones Act in Puerto Rico ever and focused

heavily on the impact on national security. GAO correctly noted that "the military strategy of the United States relies on the use of commercial U.S.-flag ships and crews and the availability of a shipyard industrial base to support national defense needs."

The letter comes on the heels of recent news reports that have included statements by familiar opponents of the U.S. Merchant Marine that have sought to capitalize on the debt crisis and undermine an industry that for decades has provided consistent and reliable transport of goods to the people of Puerto Rico, says the League.

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SUP Honor Roll

Voluntary contributions from the membership to the following funds:

Organization/General Fund

Leo Moore 100.00

Dues-Paying Pensioners

Gordon Abbott	Book #3785
Robert Copeland	Book #4763
Donald Cushing	Book #4777
Romaine Dudley	Book #2593
Diane Ferrari	Book #2251
Gerald Ingemansson	Book #0379
Kaj E. Kristensen	Book #3120
Hannu Kurppa	Book #3162
Dave Larsen	Book 19078
Duane Nash	Book #2437
John Perez	Book #3810
Alex Romo	Book #3193
Francisco Salvatierra	Book #7498
James Savage	Book #7488
Ralph Senter	Book #7323
David Shands	Book #7483
Arthur Thanash	Book #3249

Political Fund

Apolinario Aguirre in memory of Bill Berger 100.00

W. Aquino 30.00

Dennis Belmonte in memory of Bill Berger 100.00

Reynaldo Clores10.00

Dave Connolly 100.00

Jennifer Corner..... 25.00

Douglas Crute 50.00

Monte Kalama..... 50.00

Gunnar Lundeborg..... 50.00

Faith Matas 50.00

Emmanuel Rezada 40.00

William Sullivan..... 50.00

Ray Tavai..... 20.00

Richard Watkins..... 50.00

Grant Wegger 20.00

Eric Weintraub 100.00

West Coast Sailors

Stanley Branch 25.00

Jeff Curtis 25.00

Rodelio Santos..... 20.00

Eugene Tomlin..... 25.00

Richard Watkins..... 50.00

Indonesia’s shipping strategy includes 22 new ports

As part of Indonesia’s ongoing plan to establish the country as a global shipping hub, state-owned port operator Indonesia Port Corporations (IPC) has announced that it will build 22 ports in the next five years. According to officials, IPC is investing more than \$3.5 billion in the project, which it is financing through a combination of internal cash flow and loans.

In May, IPC raised \$1.6 billion, and the company also secured a \$2.5 billion loan from several foreign banks. The company expects to raise another \$1 billion before 2017 and to begin construction on the first eight ports, which will each have a capacity of 2.5 million TEUs, before the end of the year. The eight ports are expected to be operational by 2018.

On September 1, the Port of Rotterdam Authority signed a partnership agreement with IPC to begin development of the deepsea port Kuala Tanjung, which will be near the city of Medan on the Strait of Malacca.

Steps to end forced labor in fishing

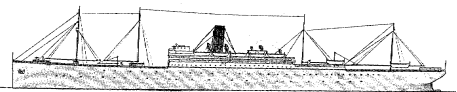
continued from page 1

fornia were brought by consumers who had purchased Fancy Feast, or Iams cat food, made by Mars. The lawsuits accuse the corporations of violating consumer protection laws, including false advertising and unfair competition, by failing to disclose the use of forced labor.

Allyson Park, a spokeswoman for Mars, declined to comment on the lawsuit. One of *The Times’* articles focused on a Cambodian man, Lang Long, who was sold by traffickers to a Thai fishing boat, where he was shackled by the neck at times during his two years of captivity. Over the past year, Mars received more than 90,000 cartons of cat and dog food from the cannery supplied by one of the boats where Lang

Long was held, according to United States Customs documents.

As fish stocks closer to shore are depleted, commercial fishing companies globally are relying more on a system called transshipment, which allows boats to venture farther out and stay at sea longer, sometimes months or years, as so-called motherships shuttle fish to land and haul supplies back. Fishing boats that depend on transshipment tend to have the worst labor abuses because they are so far out from land and few law enforcement officials patrol the high seas.



Final Departures

Isaias Desousa, Book No. 19256. Born in Portugal in 1942. Joined SUP in 2008. Died in Torrance, California, August 15, 2015. (Active)

SUP Meetings			
These are the dates for the regularly scheduled SUP meetings in 2015:			
Hdqs. Branch			
October	Tues. 13	19	
November	9	16	
December	14	21	

Overboard passenger dies

A passenger aboard the Panama-flag *Carnival Glory* died after falling overboard near the Honduran coast August 19. The ship was enroute to Grand Cayman when the incident occurred. Passengers told the crew twice they had seen the woman’s body in the water before they notified the emergency services onboard the vessel.

It took the ship almost 45 minutes before the ship altered course after passengers first reported her being overboard. The 65-year-old female victim was recovered the following day.

Other incidents in the foreign-flag cruise industry: In March, a 54-year-old man fell off the *Carnival Glory* off the Mexican coast. He was safely recovered. Last month, two passengers fell off the Cunard *QM2* and the MSC *Magnifica*. And, a Royal Caribbean *Freedom of the Seas* crewmember suffered first-degree burns after flames sparked near the engine and spread to the deck.

Greece seizes ship carrying weapons/munitions to Libya

Greek authorities arrested and detained a cargo ship this month that contained an undeclared shipment of weapons that may have been bound for ISIS forces in Libya, according to a statement from the Hellenic Coast Guard.

The Greek coast guard stopped the Bolivia-flagged general cargo vessel *Haddad I* en route from the Port of Iskenderun in Turkey to Misrata, Libya and brought it to the port of Heraklion, Crete for inspection.

The United Nations has imposed an embargo on weapons shipments to Libya due to ongoing violent conflicts in the North African nation.

The coast guard found over 5,000 police-type shotguns and more than 490,000 rounds of ammunition “carefully hidden” deep inside two containers that were loaded in Iskenderun and held other non-nefarious cargo like “drawers, cupboards and plastic gymnastic mats.” The coast guard noted the illegal firearms were not mentioned in any of the *Haddad I’s* documents and it is continuing to inspect the remaining 12 containers on the seized ship.

The coast guard declined to comment on the ownership of the vessel, but according to online ship registry Equasis, the 1,400-dwt *Haddad I* is managed by Piraeus, Greece-based IMS Hellenic and its registered owner is Haddad Shipping Company.

Imports to climb at Port of Oakland

The Port of Oakland has announced that imports there increased 15% during the month of August on a year-over-year basis. It was the sixth consecutive month of gains ahead of the traditional autumn pre-holiday cargo surge.

“We’re building momentum before the peak,” said Port of Oakland Maritime Director John Driscoll. “It’s an indication that the season could be a good one; but more importantly, it’s a sign that customers are counting on the Port of Oakland to deliver.”

The Port said overall container volume in August was up 6%. Despite the monthly gain, the year-to-date total volume at the Port of Oakland is still down 4.8% compared to the same time period a year ago.

Imports coming into Oakland have led the volume rebound, as the port announced that it lifted the equivalent of 82,492 TEUs last month. That was the highest total since March, when the Port’s import rally began. Import growth has been continuous since the February 20 tentative settlement of a West Coast waterfront labor dispute, according to the port.

The Port said an increase in longshore labor on the waterfront is helping to absorb volume growth. About 150 more dockworkers are being deployed at Oakland’s five marine terminals. With added labor, the Port said it has cleared a summer backlog of ships waiting to berth

Timely Reminder

4th quarter 2015

dues are due

and payable now!

SUP Constitution

ARTICLE VI

DUES AND INITIATION

FEE

Section 1. The initiation fee shall be Sixteen Hundred Dollars (\$1600.00) payable in installments with the sum of One Hundred Dollars (\$100.00) being due and owing upon the member’s admission into the Union and the balance of Fifty Dollars (\$50.00) per month for each month or part thereof in SUP-contracted vessels.

The initial installment of One Hundred Dollars (\$100.00) shall accompany the application of membership and the dues shall be One Hundred Fifty Dollars (\$150.00) per quarter, payable in advance.

West Coast Sailors

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NLRB ruling clears the way for Union organizing

Contract workers and other temporary employees will be able to more easily Unionize following a landmark ruling on August 27, by the National Labor Relations Board (NLRB).

The ruling from the NLRB will ripple through the fast-food, construction and other industries that rely heavily on contract workers and employees of franchises. Previously, such companies were considered by law to be a step removed from many of their workers when certain labor disputes arose.

The decision, which came in a 3-2 vote on a single case before the board involving sanitation workers, is the latest to attempt to tackle the core question of who counts as an employee in a modern economy that is increasingly reliant on shift work, contract workers and other temporary employees.

The Labor Department, for example has been cracking down on companies it says mis-classify employees as independent contractors to avoid paying taxes, overtime pay and benefits. Uber Technologies Inc. is facing such accusations by drivers in California that the company has disputed.

Meanwhile, the NLRB has pending cases that claim franchisers such as McDonald's Corporation should be held responsible for alleged labor law violations at independently owned restaurants.

Many businesses have fiercely opposed the change, and not surprisingly. Companies increasingly have been turning to temporary contract workers, a business model that gives them more flexibility to add or shed workers as needed and to stay non-Union.

Unions have complained to regulators that many businesses exercise control over the pay and working conditions of certain workers but shirk their duties by refusing to claim them as employees.

Larry Daugherty, principal officer of the Teamsters local that brought the case, said, "We are pleased with this decision, which will provide justice to workers who have been fighting for fairness in the workplace for a long time."

The Board itself was starkly divided on the move, which revised its "joint employer" standard for determining when one company shares responsibility for employees hired by another. In its 3-2 ruling, the board was split along party lines. The change was supported by the board's three Democrats, with the two Republicans dissenting.

The change alters a decades old approach that previously said one business couldn't be held liable for employment-related matters at another unless they had direct control over the employees in question. That approach has meant companies could keep at arm's length contract workers supplied by staffing firms, and has allowed franchise arrangements to flourish.

In making its decision, the NLRB conceded that it hasn't kept pace with an evolving workplace in which an increasing number of U.S. workers are employed

through temporary staffing agencies. They cited in their decision a "dramatic growth in contingent employment relationships" that "potentially undermines the core protections of the act for the employees impacted by these economic changes."

The ruling came in a case where a Teamster's local Union, the Sanitary Truck Drivers and Helpers Local 350, asked the NLRB to consider Browning-Ferris Industries of California Inc. and Leadpoint Business Services, a Phoenix-based staffing firm that provides the company with temporary workers, joint employers of a group of subcontracted workers hired through the staffing agency. The Union said it couldn't adequately bargain for the workers unless Browning was at the bargaining table.

In the past, companies generally had to share decision-making on employment matters such as firing, hiring and discipline in ways the board said would have a meaningful effect on the workers. Under the revised standard, the NLRB also will consider if a business exercises indirect control through an intermediary, or has reserved the right to do so. The board will consider this on a case-by-case basis, Board officials said August 27.

"Our aim today is to put the Board's joint-employer standard on a clearer and stronger analytical foundation, and, within the limits set out by the act, to best serve the federal policy of 'encouraging the practice and procedure of collective bargaining,'" the Democrats said.

Republicans on the board said the ruling will have a sweeping effect.

"The new joint-employer test fundamentally alters the law applicable to user-supplier, lessor-lessee, parent-sub-sidiary, contractor-subcontractor, franchiser-franchisee, predecessor-successor, creditor-debtor, and contractor-consumer business relationships under the act," they said, referring to the National Labor Relations Act.

The Board's Democrats disagreed with the Republican's assertions. "None of those situations are before us today, and we decline the dissent's implicit invitation to address the facts in every hypothetical situation in which the Board might be called on to make a joint-employer determination."

The Union vote in the Browning case occurred in April 2014 while the matter was under review at the NLRB. The votes were impounded at the time and will be counted.

"If the employees voted yes to Unionization and the local Union tries to bring us into negotiations, we will appeal in order to not be forced to be drawn into collective bargaining negotiations with another employers' employees," said Darcie Brossart, a spokeswoman for Republic Services Inc., the parent company of Browning-Ferris that is based in Phoenix. The company would have to lodge its appeal in federal court.

Long Beach again handles record number of containers

The Port of Long Beach handled a record number of containers in August after also setting volume records in July, according to the latest throughput data from the Southern California port.

The port handled 703,652 TEUs of containerized cargo in August, a 22.8% increase from August 2014. Import volumes climbed to 358,262 TEUs, a 19.1%

year-over-year increase, while exports grew 9.4% to 138,765 TEUs. Empty containers, meanwhile, rose 42.1% to 206,625 TEUs.

Through the first eight months of 2015, Long Beach said its cargo numbers are growing faster than the overall economy and are up 5.4% compared to the first eight months of 2014.

Kudos for *Dahl* deck gang



Four SUP crewmembers in the USNS Dahl from the left: AB Sam Worth, OS Shane McCullough, Bosun Jonathan Eitz, and OS Alex Glosenger.

"SUP crewmembers aboard the USNS Dahl have worked very hard and continue to support the relief and recovery efforts here in Saipan after typhoon Soudelor struck in early August. We are all very proud of these young men. The thank-yous and appreciation expressed from shore continue to roll in.

After seeing the devastation first hand caused by the Typhoon, and the crippling effect that it had on the island; the crew of the Dahl wanted to find a way to assist. One of the areas hardest hit was the island's infrastructure.



Both water and electricity was hugely impacted island wide.

These are two resources that the Dahl had in abundance. In an effort to marry both of these resources together and to fill a desperate void that could not be readily done on the island, the Dahl decided to produce ice and send it the island to be distributed. Using the subzero reefer containers, and empty boxes as molds, the ship has been

able to produce hundreds of pounds of block ice daily. The ice is then sent to the local village leaders in the remote areas most affected by the typhoon and whose residents cannot readily access the assistance centers."

Perry Seyler, Master
USNS Dahl

Maritime Administration warns on Tianjin contamination

The Maritime Administration (MarAd) has issued Advisory 2015-02 with regard to possible contamination by hazardous materials due to the explosions that occurred in August in Tianjin, China.

Following the tragic explosions, it is possible that there is potentially hazardous ash, debris or residue on vessels or cargo. A comprehensive list of chemicals involved is not yet available, but several hazardous chemicals are reported to have been in the main warehouse, including sodium cyanide (UN1689) and calcium carbide (UN1402).

The Japan P&I Club warns that, given the substantial size of the explosions and the suspected hazardous chemicals involved, ships and cargo in port at or near the times of the explosions may have been exposed to potentially hazardous dust, ash or debris.

The U.S. Coast Guard (USCG) and Customs and Border Protection (CBP) are monitoring all U.S. bound cargo and vessels that were in the port of Tianjin on or after August 12, and masters are requested to report to the nearest USCG Captain of the Port as soon as possible if they suspect any hazardous conditions, illnesses or unknown substances on board.

According to Lamorte Burns & Co., Inc., the Club's correspondents in the United States, the USCG and CBP do not yet have a protocol in place for testing samples of residue taken. However, the authorities expect that vessels will report any contamination of cargo or crew illness on arrival.

When considering an appropriate response, the U.S. Coast Guard and CBP will consider the proximate location of the cargo to the warehouse that exploded. In this respect, Lamorte Burns & Co., Inc. has recommended that during loading operations the crew check the cargo closely for any unusual dust, debris or other contamination that may be present on the cargo, as well as closely monitoring the health of crew members who come into contact with the cargo.

The Club recommends that masters should be prepared to answer questions from the U.S. authorities on the weather conditions at the time of loading, the subject cargo and measures taken by the vessel to ensure the cargo was not contaminated.

SUP Election

Report of the Committee on Candidates SUP 2015-2016 ELECTION NOMINEES September 22, 2015

In accordance with established SUP election procedure, the following members were nominated for regular officers of the Union at the September Headquarters and Branch meetings. As per Section 5(3)b of Article XII, of the SUP Constitution, the names of nominees appear as they do on the membership records at Headquarters.

President/Secretary-Treasurer

Dave Connolly #4792
Mike Dirksen #2739
Gunnar Lundeberg #4090
Vincent O'Halloran #2463

Vice President/

Assistant Secretary-Treasurer

David Connolly #4792
Mike Dirksen #2739
Daniel McDonald #6495
Vince O'Halloran #2463

Seattle Branch Agent

Rhonda Benoit #5753
Brendan Bohannon #5755
Mike Dirksen #2739
Robert Jones #4326
Duke Maringer #6518
Vincent O'Halloran #2463
Jesper Pfeil #3874
Al Rossi #19140

Wilmington Branch Agent

Robert Burns #5736
Dale Gibson #3027
Mark Hurley #5870
Daniel McDonald #6495
Grant Wegger #3637

Honolulu Branch Agent

Brendan Bohannon #5755
Mike Dirksen #2739
Robert Jones #4326
Robert Morgan #6519
Patrick Weisbarth #3644

San Francisco Business Agent

Roy Tufono #3281

Building Corporation Trustees

Brian Burns #5745
Robert Burns #5736
Norman Christianson #4770
David Connolly #4792
Mike Dirksen #2739
Paul Fuentes #2239

Building Corporation Trustees, cont'd.

Noel Itsumaru #886
Gunnar Lundeberg #4090
Daniel McDonald #6495
Leo Moore #6492
Robert Morgan #6519
Vince O'Halloran #2463
Jesper Pfeil #3874
Roy Tufono #3281
Mike Worth #3629

SIUNA Convention Delegates

Robert Burns #5736
Norm Christianson #4770
Dave Connolly \$4792
Mike Dirksen #2739
Berit Eriksson #1899
Gunnar Lundeberg #4090
Daniel McDonald #6495
Jose McDonald #6505
Vince O'Halloran #2463
Roy Tufono #3281
Patrick Weisbarth #3644
Mike Worth #3629

September 22, 2015

This duly elected Committee on Candidates convened on September 14, and September 22, 2015, to compile this list and determine the eligibility of all nominees according to these criteria. Article XII, Section 3 of the SUP Constitution states that "Any member of the Union shall be eligible to be a candidate for and hold any regular office, provided he/she possesses the following qualifications:

- a) He/she is a member in good standing at the time of nomination;
- b) He/she achieved B seniority as defined in the SUP Shipping Rules; and
- c) He/she is not disqualified by law."

All candidates listed possessed the qualifications stated in the SUP Constitution, except for Gabriel McDonald, Sr. #6501 who was nominated for Wilmington Branch Agent, Building Corporation Trustee and SIUNA Convention Delegate, who was delinquent in dues (third quarter 2015 not paid) and Paul Calais #4781, who was nominated for President/Secretary-Treasurer, Building Corporation Trustee and SIUNA Convention Delegate. The Committee determined that Mr. Calais is not a member in good standing as he failed to follow the judgment of an Appeals Committee which ruled on May 12, 2014, that he must complete "ten (10) hours of online anger management

evidenced by a certificate of completion to be completed within 90 days" in lieu of a \$1000 fine.

The Appeals Committee's report was ratified by members attending the May 12, 2014, Headquarters meeting and the May 19, 2014, Branch meetings.

As of this date, Mr. Calais has failed to take the anger management course required by the Appeals Committee and the membership. By doing so, Mr. Calais is in violation of Article III, Section 6, of the SUP Constitution: specifically the oath of obligation to the Union which states that "...I will obey all orders of the Union." Therefore, Mr. Calais continues to be in violation of the SUP Constitution and is not in good standing.

As per Section 5 of Article XII, all those "nominees who desire to become candidates shall have the necessary qualifications and acceptance in the office of the Committee on Election (c/o

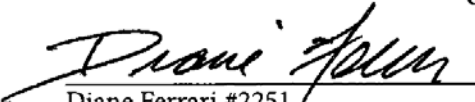
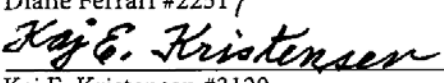
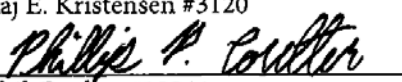
SUP, 450 Harrison Street, San Francisco CA 94105) prior to midnight October 14, 2015. The acceptance shall be by letter which shall be dated and shall contain the following:

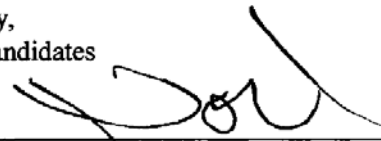
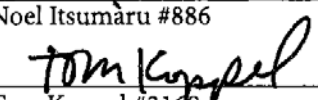
- a) The name of the candidate;
- b) His/her home address and mailing address;
- c) His/her membership number; and
- d) The title of the office or other position sought, including the name of the Port in the event the position sought is that of Branch Agent or Business Agent.

No one may be a candidate for more than one office with the exception of the position of Trustee of the SUP Building Corporation and delegate to the SIUNA Convention.

Nominees who fail to comply shall be regarded as having declined the nomination."

Fraternally,
Committee on Candidates


Diane Ferrari #2251

Kaj E. Kristensen #3120

Phil Coulter #19244
ope-3-afl-cio (146)


Noel Itsumaru #886

Tom Koppel #3169



Asia to Europe shipping capacity slashed

Major container shipping lines are slashing sailings on the world's busiest routes between Asia and Europe as lower growth in China and a sluggish eurozone economy dampen international trade.

The late summer season is normally a peak period for container shipping as retailers stock up for Christmas sales. About 95% of the world's manufactured goods, ranging from toys and clothing to electronics and household goods, are moved by container ships. But a glut of tonnage in the water, plus the lower demand, is weighing heavily on the industry.

The G6 Alliance comprising Singapore's APL; South Korea's Hyundai Merchant Marine; Japan's Mitsui OSK and NYK; Germany's Hapag Lloyd; and Hong Kong's OOCL, said that it will cut 12 round-trip sailings from Asia to Europe, starting this month. That represents about a sixth of the capacity the six shipping lines normally move on the route in a five-week period.

In August, 2M, the world's biggest alliance in terms of capacity, consisting of Denmark's Maersk Line and Geneva-based Mediterranean Shipping Company, said it would withdraw about 6,500 containers—about 10% of its normal capacity—from the route until further notice.

“Demand has been less than anticipated, and so far it's proving a difficult year for container shipping,” said Jonathan Roach, a container market analyst with London-based Braemar ACM Shipbroking. “Global container capacity will increase 8.6% this year with the addition of new ships, while demand will only go

up between 2% and 3%. This is putting a lot of pressure on freight rates, and container lines have no choice but to cut or cancel sailings.”

Roach estimates overcapacity on the Asia-to-Europe trade loop at around 30%.

For 2015, the Chinese government expects the country's economy to grow around 7%, the weakest expansion in 25 years.

Freight rates between Shanghai and Rotterdam fell to a record low of \$243 per container in June, a rate that doesn't cover the operators' fuel cost. A general price increase in July briefly boosted rates to \$1,109 per container. This month, rates dropped back down to \$640, according to data from the Shanghai Containerized Freight Index. Operators say that anything below \$1,300 is unsustainable over the long term. Only a handful of companies were profitable in the first half of the year, with the majority sinking deep into the red.

Container shipping is largely controlled by some 15 European and Asian operators. They have pooled their operations through alliances, sharing networks and port calls and using ultra-large container ships that have redrawn the scale of international shipping. With the capability to carry nearly 19,000 containers, these ships are more than a third larger than the biggest ships of a decade ago. Braemar ACM Shipbroking estimates that investment in these ships translated into 500,000 containers' of added capacity in the first quarter of this year, representing nearly half the boxes contracted for all of 2014.

Southeast Asia initiates rapid response force to piracy

Malaysia and Indonesia have formed a joint rapid deployment team to respond to the increasing piracy incidents in the region. The joint force was established August 21, as Southeast Asia has become a hotbed for maritime piracy during the past year.

The Indonesian Navy is based on Batam Island and intends to deploy two armed BO helicopters in an effort to secure the Malacca Strait. There have already been 56 cases of piracy in the Malacca Strait this year. The Malaysian side is based in Johor and will support the piracy efforts with one helicopter.

The rise in Southeast Asian piracy has prompted ASEAN (Association of Southeast Asian Nations) to establish a permanent security presence. Last month, pirates attacked six vessels in the Malacca and Singapore straits. Authorities believe the same group was involved in each incident.

Earlier in August, Singapore-flagged *Joaquim* was hijacked and it was later found without its 3,500 tons of fuel it was transporting to Pulau Langwai, Malaysia. The missing cargo is valued at \$700,000.

In July, Regional Cooperation Agreement on Combating Piracy and Armed Robbery against Ships in Asia (ReCAAP) said that incidents of piracy and armed robbery have risen by 18% in 2015 over last year in the same period. There have already been 106 incidents reported between January and June 2015 while there were only 90 in 2014.

Panama Canal draft restrictions lifted

The Panama Canal Authority (ACP) announced on August 28, that recent rainfall and water management measures means that upcoming draft restrictions for vessels using the waterway won't be necessary. The restrictions were to enter into force beginning September 8, but recent rain, water management and the deepening on navigation channels have made it so the restrictions will not have to enter into force.

Until further notice, vessels may continue to transit under the greatest draft permitted by the Panama Canal—39.5 feet in tropical fresh water, according to the ACP.

The ACP announced the draft restrictions earlier in August due to an ongoing drought caused by El Niño. The restrictions set a minimum draft of 39 feet, expected to impact 18.5% of vessels under the waterway. The ACP also warned that even greater restrictions (max 38.5 feet) were likely beginning as soon as September 16, but it is apparent now that those restrictions will not be necessary either.

Forecast models are calling for a strong El Niño through the remainder of this year and possibly into spring 2016. Historically, El Niño has brought mostly dry conditions to Panama. Similar draft restrictions were imposed during the 1997-1998 El Niño.

The ACP says it will continue to monitor and manage the water levels of Gatun and Alhajuela Lakes. Should more restrictions be required, the ACP says it will provide customers with at least four weeks notice.



SUP gang in the APL Cyprine: This is what we look like after a long day on the inaugural Asian shuttle run! Smiling face with smiling eyes cha-ching! Things are going great! Front row: Bosun Rhonda Benoit, OS Tynen Moeller; 2nd row: ABs Lou Halloway, Roamy Dalit, Doug Boe/delegate; back row: AB Jayson Ray.

White House opposes exporting crude oil

The White House announced this month that it does not support a bill currently making its way through the United States House of Representatives that would repeal the 40-year-old ban on exports of crude oil.

“This is a policy decision that is made over at the Commerce Department, and for that reason, we wouldn't support legislation like the one that's been put forward by Republicans,” White House spokesman Josh Earnest told reporters at a briefing. “The administration believes that the American people are better served by making sure that we pursue the kind of approach that also invests in renewable energy,” he said.

The bill, which passed a House Energy Subcommittee vote earlier this month, is expected to be brought up for a vote in front of the entire House during the next few weeks. A similar bill faces a tough battle in the Senate though, as any measure there would need the support of 60 Senators to overcome a procedural block. In July, the Senate energy panel passed a bill to lift the ban, but no Democrats voted for it.

The top Democrat on that panel, Senator Maria Cantwell (D-Washington), has said she needs to know more about whether lifting the ban would be good for consumers. Cantwell has also voiced concerns that repealing the ban could increase the number of trains carrying oil through her state.

Energy interests say the domestic drilling boom could soon choke on a glut of crude if producers are not allowed to ship the oil to consumer countries in Asia and Europe.

Long Beach green port gateway project completed

Officials with the Port of Long Beach celebrated on September 16, the completion of a \$93 million rail project that will improve the efficiency and sustainability of cargo movement as shipment volumes increase at the port.

The Green Port Gateway project, funded in part with state and federal transportation dollars, was originally approved for construction toward the end of 2012 and was completed earlier this year.

The project realigned a critical rail pathway to relieve a bottleneck, allowing Port terminals to increase their use of on-dock rail, decreasing truck traffic and air pollution. The upgrades will serve the Port's southeast terminals, including the new Middle Harbor terminal.

Overall, almost six miles of new track was laid as part of the project. The work included adding a third rail line under Ocean Boulevard, along with new retaining walls, utility line modifications and roadway improvements. Every on-dock rail train eliminates as many as 750 truck trips from regional roadways.

“The Green Port Gateway shows the Port of Long Beach's commitment to

moving trade in an environmentally responsible way,” said Lori Ann Guzman, President of the Long Beach Board of Harbor Commissioners.

The California State Transportation Agency, California Transportation Commission and CalTrans helped with \$23.1 million from the state's Proposition 1B Trade Corridor Improvement Fund. The United States Department of Transportation and the Maritime Administration assisted with \$17 million from the Transportation Investment Generating Economic Recovery (TIGER) III program.

The Port plans to invest \$1 billion in rail projects over the next decade as part of a broader modernization program to strengthen the Port's competitiveness and reduce port-related impacts to the environment. Compared to trucks, trains emit one-third less greenhouse gases on a ton-mile basis.

“This project will enable us to reach our goal of moving 35% of containerized cargo via on-dock rail this decade,” said Jon Siangerup, Port of Long Beach CEO. “It will also support our long-range ambition to eventually move 50% of our goods directly from terminals by train.”

New legislation seeks to protect Union organizers

Sweeping labor rights legislation unveiled on September 16, by a pair of congressional Democrats seeks to ratchet up penalties for employers who retaliate against workers trying to organize, even as Unions come under fresh fire from the GOP. Senator Patty Murray (Washington) and Representative Bobby Scott (Virginia) said the bill would strengthen protections for private sector workers fired for trying to Unionize or form non-Union groups to discuss pay, worker safety or other employee issues.

Murray, a member of Democratic leadership in the Senate and ranking member of the Health, Education, Labor and Pensions Committee, said the measure would “finally crack down on employers who break the law when workers exercise their basic right to collective action. Unfortunately, when workers want to improve working conditions, some companies do everything they can to prevent workers from having a voice in the workplace, and our labor law lacks the remedies that would discourage these unlawful tactics,” Murray said during a press conference on Capitol Hill.

She said there aren’t any provisions within existing labor law that prevent retaliation or punish employers for taking action against workers looking to organize. “In other words, there is no downside for employers to fire workers who join together to exercise their basic rights and advocate for improvements in the workplace,” Murray said.

Scott, the top Democrat on the House Education and the Workforce Committee, said the bill is important, because workers have little to no recourse for being fired. The measure has 35 co-sponsors, Scott said.

AFL-CIO President Richard Trumka, who is helping to lead the push for the measure, said that labor rules “for too long have been rigged against working people” and called the measure “a critical first step in addressing both a changing economy and labor laws that have failed to keep up with a changing workplace. Today’s laws that are designed to protect people at work don’t have enough teeth to hinder bad corporate behavior,” Trumka said. “Simply put, employers are constantly breaking the law because there’s no incentive for them not to,” he said. Trumka, whose group worked for months with lawmakers to craft the legislation, touted the measure as part of the broader effort to raise wages for workers.

In April, Murray and Scott teamed up on a proposal to raise the federal minimum wage from \$7.25 to \$12 an hour by 2020. While the AFL-CIO backs that effort, it has little chance of moving in a Republican-controlled Congress, advocates acknowledged. But Murray said that wouldn’t stop her from pressing the issue and “asking the American public to stand with us.”

Public support for Unions has increased over the past year, jumping to 58%, its highest point since 2008, when 59% approved, a Gallup poll in August showed.

The legislation could serve as a sounding board for the stance of 2016 presidential candidates from both parties, especially with income inequality near the top of the liberal agenda. Democrats and labor groups are aiming to get the issue into the 2016 mix.

Senator Bernie Sanders (I-Vermont), a Democratic candidate making gains on front-runner Hillary Clinton, is working on his own bill to overhaul labor law. Sanders pounced on a proposal unveiled by Wisconsin Governor Scott Walker, a former Republican presidential hopeful known in his home state for his campaign against Unions. He assailed Walker’s plan to eliminate federal employee Unions and dismantle the National Labor Relations Board (NLRB), saying it “would lower wages and the benefits that working people receive while making the wealthy and large corporations even richer.”

The Murray-Scott bill would give the NLRB the authority to impose penalties on employers who break the rules, give triple back pay to workers whose labor rights have been violated –regardless of immigration status– and allow for preliminary reinstatement for workers who lose their jobs. The bill would also establish civil penalties up to \$50,000 for employers who commit unfair labor practices and double penalties for repeat violations.

The measure would require faster action on labor rights cases, setting a 30-day time limit for employers to challenge an NLRB decision, after which the labor board’s decision becomes final and binding unless a court directs otherwise. The NLRB could then go directly to district court to enforce its orders. The measure also would allow workers to file lawsuits to recover damages and attorneys’ fees in federal district court, a process similar to civil rights law.

August volume jumps 3.8% at port of Los Angeles

The Port of Los Angeles announced this month that volume there increased 3.8% during the month of August on a year-over-year basis. The port handled a total of 786,677 TEUs during the month, the strongest August hat the Port of Los Angeles has seen since 2006, when it handled 790,726 TEUs.

“The numbers are strong indicators that our terminal operators, longshore labor and supply chain partners are adjusting to the new industry dynamics of carrier alliances, deploying larger ships and delivering higher container volumes per call,” said Port of Los Angeles Executive Director Gene Seroka. “Our San Pedro Bay supply chain optimization working groups, overseen by the Federal Maritime Commission, are providing valuable insights that contribute to our mission to improve cargo-flow efficiency and velocity.

Imports coming into the Port of Los Angeles increased 6.3%, from 383,551 TEUs in August 2014, to 407,804 TEUs in August 2015. Exports during the same time period declined 14%, from 168,248 TEUs in August 2014, to 143,936 TEUs in August 2015. Factoring in empties, which increased 14%, overall August 2015 volumes of 786,677 increased 3.8%.

For the first eight months of the calendar year, overall volumes have reached 5,389,316 TEUs, down 2.5% compared to the same period in 2014.



SUP members Camilo Moreno and Adam Tassin, delegate, in USNS Red Cloud loading up on supplies in preparation for the TransPacific crossing to the yard.

Death rays next for British navy

The British Ministry of Defense, in an effort to become more cost-effective in warfare, has revealed plans to equip its warships with laser cannons. The Royal Navy hopes to demonstrate a functional prototype of the directed laser weapon on its ships by 2020. The ministry also aims to develop a land-based laser cannon by 2017.

Speaking at the Defense and Security Equipment International fair in London this month, Admiral Sir George Zambellas stated that the “death ray” could potentially strike multiple targets at once and represent a solution to addressing rapidly rising missile development and production costs and reduce supply chain demands. The Royal Navy is still exploring how the still-in-developmental lasers would be powered and have not decided if they would be mounted on their new type-26 frigate vessels.

The U.S. Navy demonstrated its own 30 KW laser aboard the *USS Ponce* in the Gulf last December. The U.S. Navy expects its laser to be deployed on ships by 2017.

Charleston to be deepest harbor on East Coast

The U.S. Army Corps of Engineers has given its final substantive approval for the deepening of South Carolina’s Charleston harbor to accommodate post-Panamax container ships. The harbor channel is to be deepened to 52 feet and the entrance channel to 54 feet, a move which would make the harbor the East Coast’s deepest. Additionally, the port’s turning basins will be enlarged to accommodate post-Panamax vessels calling at South Carolina Port Authority’s (SCPA) container terminals.

With alliances among the major shipping lines firmly in place and 90% of new ocean vessels being built 7,500 TEUs or greater, shippers will become increasingly dependent on ports to offer deep and wide harbors for reliable access. The expansion of the Panama Canal and the raising of the Bayonne Bridge in New Jersey, both slated for completion next year, will also bring post-Panamax vessels to the Southeast in greater frequency.

“By the end of the decade, we will achieve 52 feet of depth and Charleston will be the deepest harbor on the East Coast,” says Jim Newsome, SCPA president and CEO. “This depth advantage will provide our customers with 24-hour access to deepwater, a requirement for significant long-term volume growth in today’s big-ship environment.”

The plans for the deepening will go to Congress with authorization expected early next year.

The pre-construction engineering and design (PED) phase of the project received federal funding in July and will begin in earnest with the signing of a design agreement between the Corps and SCPA. This federal investment will allow the Corps of Engineers to proceed with work in order to finalize the project design and produce construction contract documents. PED is the final major step in the technical work for deepening before dredging begins.

Efforts to deepen the Charleston Harbor began in 2011 in order to provide the depth necessary to handle post-Panamax vessel calls without tidal restriction. In 2012, the South Carolina General Assembly set aside the full estimated state share of the deepening construction costs, and the project was named was named one of President Obama’s “We Can’t Wait” initiatives.

“A deeper port in Charleston is common sense,” says Congressman Jeff Duncan (R-South Carolina). “Once that work is complete, larger ships will be able to come through the Canal and deliver goods to and from Atlantic and Gulf ports along the Eastern seaboard. This will be one of the key economic drivers of the 21st century. The economic growth for the state of South Carolina will be substantial. “Deepening the Charleston Port provides enhances a critical artery to the American economic engine. People now will look to South Carolina as the critical entry point to the American business and consumer. If America is going to compete on the global stage, we need to be ready for this transformation. I am proud South Carolina will be home to the frontier of the cutting edge 21st century American economy.”

SCPA reported a nearly 15% fiscal year-over-year increase in container volume in 2015, handling 1.9 million TEU. More than 187,000 jobs in South Carolina are tied to the Port, which has a \$53 billion economic impact on the state each year.

ESU Office Assignments

For the month of October, Leo DeCastro will be in the Seabrook office.



SEPTEMBER 2015

Official Publication of the Exxon Seamen's Union

STCW training requirements for Basic Training (BT)

All ESU members need to be aware of a new STCW Basic Training requirement that takes effect in 2017. All mariners serving in position requiring STCW endorsements must be fully compliant with the STCW 95 Code 2010 Manila Amendments training requirements on January 1, 2017, as referenced in 46 CFR11.

For unlicensed employees the only requirement to be satisfied when renewing after January 1, 2017, is Basic Training. If you renew your documents before 12/31/2016 you will be transitionally grandfathered and it will not be necessary to complete BT until you renew your documents the next time. If you renew after 1-1-2017 you will need to take a BT refresher course (3 day) prior to your renewal. Advanced Firefighting is not required but if you currently have it on your MMC you will need to take a revalidation course if you want to retain that endorsement on your MMC. If you recently renewed your MMC or are renewing later in 2015 or 2016 you will have a 5-year window before needing to take the BT course. If your documents

expire in 2017 you may want to consider renewing early (in 2016) in order to delay taking the BT course until another 5 years. According to the USCG you can renew up to one year in advance of your MMC expiration date.

In early August everyone should have received a notification letter from SeaRiver Marine Staffing Manager Tim Young about STCW Training requirements (dated 7-28-2015). This letter explains new STCW regulatory training requirements that will need to be completed in order to work as a seafarer. This notice also explains management's limited assistance regarding the cost associated with attending a BT course.

The ESU has discussed STCW training requirements with management on several occasions and we have pressed the company to pay all associated costs for BT training including transportation and dead time status. Despite our efforts, the Company is only willing to cover the cost of the class and a per diem of up to \$178 per day for lodging and meal expenses with receipts. Travel related expenses will

not be reimbursed and dead time status to attend the class will not apply. The ESU is disappointed with the Company's position regarding transportation and dead time status, especially when we consider that one of our close competitors does cover all cost associated with MMC Document renewal including dead time status while attending the class.

Everyone will need to submit a Fleet

Skills Training Refund Application for approval prior to attending the class and once the course is completed you will need to submit your receipts for reimbursement. The cost for the BT course at various schools around the country runs about \$750. If anyone has any questions about this issue or information regarding school locations, please feel free to give the ESU office a call at 832-295-3047.

Implementation of updated Mariner Credentialing Program forms

The Office of Management and Budget (OMB) approved the CG-719 series of forms (B, K, K/E, P, S, and C) that will replace the forms displaying a June 30, 2012, expiration date. These forms are used within the Mariner Credentialing Program (MCP) during the application process. The data collected on the updated forms is nearly identical to data collected on the previous forms, with some notable exceptions. The K and K/E forms reflect the introduction of the Medical Certificate. The K also has a significant reduction in the number of conditions to be checked by the medical provider. The C is a new non-mandatory form that standardizes the disclosure of conviction information. Users will note formatting changes that are designed to streamline the burden on the mariner and improve data entry.

The Coast Guard will not stock the CG-719 series of forms in paper format. Beginning October 1, 2015, these forms may be obtained electronically in a fillable PDF format by selecting the forms link on the National Maritime Center (NMC) website. Additional updates to the NMC website will occur as quickly as possible to reflect the new forms.

The Coast Guard encourages applicants to purge the old forms from inventory and to begin using the new forms as soon as possible after October 1, 2015. In order to avoid penalizing mariners who have already completed their forms, the NMC will continue to accept the old forms for a period of time.

Implementation of the new forms will commence on October 1, 2015. With the exception of the K and K/E, the Coast Guard will no longer accept outdated forms after April 1, 2016. For the K and K/E, forms signed by a physician after December 31, 2015, must be the new form version. In accordance with 46CFR10.304(d) the K or K/E must be submitted within 12 months of the date signed by the licensed medical professional, therefore, the Coast Guard will no longer accept outdated K or K/E forms after December 31, 2016.

ExxonMobil Benefit Plan changes

All ESU members need to be aware of ExxonMobil Benefit Plan changes that will take effective December 1, 2015. According to the Company these changes will provide increased flexibility and cost effective investment choices in retirement and better align insurance coverage with employee and retiree protection needs. Please note that none of these changes apply to current retirees or individuals retiring prior to December 1, 2015.

Employees retiring on or after December 1, 2015 will have new options in both retirement plans.

ExxonMobil Savings Plan

- Employees will have the option to make direct rollovers of lump sum payments from the ExxonMobil Pension Plan into the ExxonMobil Savings Plan.

ExxonMobil Pension Plan

- Employees will have the option to select partial lump sum payment with the remainder paid as a monthly annuity. Lump sum payments may be selected in the following increments: 25%, 50%, 75%, or 100%.

EY (Ernst & Young) Financial Planner Line

- Employees will have access to EY financial planners available through the EY Financial Planner Line (part of the ExxonMobil Financial Fitness Program) for the first 5 years of retirement.

The following changes will apply to employees beginning December 1, 2015.

ExxonMobil Life Insurance Plan

Basic Life Insurance Coverage: Active Employees: 2X annualized monthly benefit pay regardless of their age or years of service will be provided to all employees.

Future Retirees:

- Individuals within 5 years of retirement eligibility (>50 years of age with at least 10 years of benefit service as of December 1, 2015 and whose last day on the payroll is after November 30, 2015): Eligible for coverage at 1.5X annualized benefit pay for a period of five years after retirement date. After five years, basic life coverage terminates.
- Individuals more than 5 years from retirement eligibility: Basic life coverage will end at retirement.

Group Universal Life (GUL) Coverage: Active Employees in Basic Life Insurance:

- May increase coverage up to a maximum of 8X pay (previously 5X pay)
- Now have the option to keep their GUL coverage as a retiree, up to age 95 (previously age 70)
- A 30 day Special Enrollment window beginning November 1, 2015, which will provide employees an opportunity to enroll in GUL or to increase their current GUL coverage by 1X pay without providing any evidence of insurability (EOI). Effective date of the new coverage will be December 1, 2015.

Basic Accidental Death & Dismemberment (AD&D) Coverage:

- Active Employees: coverage expanded to include additional losses such as accidental loss of speech, accidental loss of hearing, paraplegia and quadriplegia. In addition, emergency travel assistance services will be provided to employees to support both work and personal travel.

Ship reports

S/R American Progress

Departed Singapore on August 27 with a load of Mogas for delivery to Tampa/Port Everglades during the first part of October. Vessel arrived Long Beach on September 21 for stores, bunkers and crew reliefs and then departed for the Panama Canal. The Pacific crossing went well and the weather favored the *Progress* for an early arrival in LB. Board Member at Large, Ein Cooley covered the Rep. duties during the return trip.

Eagle Bay

Last discharge port was San Francisco and it now appears the ship will call on Long Beach for the next couple of trips South. Scheduled to arrive LB around the 27th for discharge at Tesoro 121. Ed Stoeckel is filling in as Ship Representative and reports all is well on the *Eagle*.

Liberty Bay

ESU Board officer John Straley visited the vessel while at Tesoro 121 in Long Beach on September 7. The ship continues on the Valdez to Long Beach run at the present time. Steward's Department trainer, Jim Mann joined the vessel in Long Beach for his second roundtrip to work with Steward Department personnel. Deck Department Trustee Jeff Harris is aboard and covering the Temp Rep duties and reports everything is going well.

EXXON SEAMEN'S Union

Founded March 28, 1941

Affiliated with the Sailors' Union of the Pacific

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Board Member at Large Don Picou

Board Member at Large Ein Cooley

Deck Trustee Jeffrey Harris

Engine Trustee William Ackley

Steward Trustee Joel Mitchell

The ESU News is written and edited by the Exxon Seamen's Union.



SUP members under the instruction of Dave Larsen (in Lundeberg stetson) at the Andrew Furuseth School of Seamanship (AFSS) at Headquarters, August 28. The school is open Thursdays, Fridays and SUP Headquarters meeting days, from 7:00 to 10:00. Photo: Dave Connolly

Slave ship trading in Aussie waters

A foreign crew in Mackay, Australia, has been denied basic rights such as access to food and has been forced to work without pay. One crew member on board the Korean bulk carrier, *C. Summit*, was found to have malnutrition and four others have since left the ship claiming they feared for their lives.

The accusations have been substantiated by the International Transport Workers’ Federation (ITF), following an inspection of the vessel last month. The Australian Maritime Safety Authority has also joined the ITF in inspecting the vessel.

ITF Assistant National Coordinator Matt Purcell said the crew, a mix of Cambodians and Burmese, had been subject to the worst kind of bullying he had encountered. “We have discovered two contracts, one contract was the one the workers signed prior to boarding and the other, which doesn’t meet even the most basic international standards, was signed shortly after the crew joined the ship,” Purcell said. “The crew claim they have received no wages for several months and are forced to do jobs outside of their requirements. They have been locked in hatches, and have survived on what I can only describe as a starvation diet.”

The vessel, owned by Korea-based Chang Myung Shipping Company, is a repeat offender in that deficiencies have been noted by a number of different port state control areas. The ship was found to be breaching labor standards in Denmark as recently as November last year. The ship calls Australia, mainly Hay Point and Newcastle ports, a couple of times a year.

ITF President Paddy Crumlin said although this ship was an extreme example of crew abuses, many ships calling into Australian ports had dodgy records when it came to safety, pollution and crew welfare. “The sea is a largely unregulated environment whereby greedy shipowners and operators are allowed to get away with egregious breaches of human rights, and the Australian Government is regularly turning a blind eye to the breaches happening in our waters,” Crumlin said. “Further to that, Deputy Prime Minister Warren Truss seems to want these awful breaches to increase by wiping out the Australian merchant navy fleet through complete deregulation. “Mr. Truss has to understand that opening up Australia’s shipping industry so it can “compete” with the lowest common denominator is consenting to these kind of human rights violations.”

The current Aussie government is attempting to dismantle the Coastal Trading Act, which dictates that ships trading between Australian ports must be crewed by Australian workers or paid Australian award wages.

Membership and Ratings Committee

Met on September 3, 2015, and found the following members eligible for advancement in seniority and rating stamps in the various departments:

<u>Name and Membership Number</u>	<u>Seatime</u>	<u>Rating</u>	<u>Seniority</u>	
Xerxes Cunanan	19410	1 Year	A.B.	B
Dana Anderson II	19413	1 Year	A.B.	B
Rodencio Purganan	19414	1 Year	A.B.	B
James Kestel	C-2538	30 Days	O.S.	C
Willis Taylor	C-2539	30 Days	O.S.	C
Edwin Narvasa	C-2540	30 Days	A.B.	C
Sale Ugaitafa	C-2541	30 Days	A.B.	C
Christian Trujillo	C-2542	30 Days	O.S.	C
Richad Kahalewai	C-2543	30 Days	O.S.	C
Rating Stamps - None				

Membership and Ratings Committee’s Report: M/S to concur in the Committee’s report. Carried unanimously. Membership and Ratings Committee: Noel Isumaru #886, Jaime Acosta #19276 and Paul Fuentes #2239.

Welfare Notes

September 2015

Enrollment in Medical and Dental Plans for Active Participants

When you become eligible for benefits, you must enroll in a Plan to have medical and dental coverage. Please contact the SUP Welfare Plan if you need enrollment forms or have any questions about the plans. Some plans have an additional payment required by members for the premium.

Be sure to complete the enrollment forms with the correct information and mail copies of marriage certificates to enroll a spouse and birth certificates for any dependent children you are enrolling.

Ex-spouses cannot be enrolled with the medical and dental plans. Send copies of the final divorce decree to the SUP Welfare Plan as soon as possible so we can comply with federal COBRA laws and inform the pension department of your change in marriage status.

Check the information you have indicated to make sure birth dates and social security numbers are correct and the names listed are the names you want to appear on the Plan records and any ID cards that are issued. Please call the SUP Welfare Plan if you have any questions about completing the enrollment forms.

Enrollments are often delayed because the form does not have a required signature. Also note you can enroll in only one medical and one dental plan. California residents have a choice of Kaiser or Health Net medical plans and Delta Care or United Health Care/Pacific Union Dental dental plans. Submitting enrollments for multiple plans will delay your enrollment in any plan until your choice is verified.

Inform us of Changes

Please inform the SUP Welfare of dependent changes including death and divorce.

Michelle Chang, Administrator mcsupsiupd@sbcglobal.net

Patty Martin martinpatty59@sbcglobal.net

Virginia Briggs Claims vbriggs80@sbcglobal.net

Michael Jacyna Eligibility mjacyna67@sbcglobal.net

Training Representative Berit Eriksson 206-551-1870

berittrainrep@sbcglobal.net

SUP Welfare Plan 730 Harrison Street, #415 San Francisco, CA 94107

Phone Numbers: 415-778-5490 or 1-800-796-8003

Fax: 415-778-5495

SIU-PD Pension 415-764-4987

SIU-PD Supplemental Benefits 415-764-4991

Seafarers Medical Center 415-392-3611

Obesity hastens Alzheimers

Obesity at age 50 may be tied to an increased risk of Alzheimer’s disease at a younger age, a new study suggests.

Previous studies have shown that being overweight at midlife is associated with an increased risk of developing Alzheimer’s. Now researchers have found that it also predicts occurrence at a younger age.

Scientists studied 1,394 cognitively normal people, with an average age of around 60, following them for an average of 14 years. During the study, 142 developed Alzheimer’s.

After controlling for age, race, level of education and cardiovascular risk factors, the researchers found that each unit increase in B.M.I., or body mass index, at age 50 was associated with a 6.7-month

decrease in the age at which Alzheimer’s developed.

The study, in *Molecular Psychiatry*, also found that a higher B.M.I. was associated with larger deposits of neurofibrillary tangles on autopsy, one of the characteristics of brain damage in Alzheimer’s disease.

“Age of onset is not as well studied as risk,” said the senior author, Dr. Madhav Thambisetty, a neurologist at the National Institute on Aging. “As we try to cure Alzheimer’s disease, we also want to delay the onset of symptoms. Until we know what factors accelerate onset, we won’t be able to test any potential interventions. And that is perhaps as important as the search for treatment.”

Islamic state vessel arrested

The Greek Coast Guard this month intercepted a foreign-flagged cargo ship near Crete that is believed to be transporting weapons and explosives to Islamic State. Reports indicate that the weapons are linked to an ISIS-affiliated militant group in Libya. The crew aboard the vessel was arrested, and the vessel was taken to the port of Iraklion for further investigation.

Libya has been in a state of civil war since 2011 when Muammar Gaddafi was overthrown. Each of Libya’s rival governments and ISIS are under a U.N. arms embargo.

DEFEND THE JONES ACT
SUPPORT THE SUP
POLITICAL FUND

Matson rebuked for scrapping ship in Asia

Facing strong criticism from the international environmental justice organization Basel Action Network (BAN) for scrapping a ship in acquired from defunct Horizon Lines, Matson Navigation Company agreed that in the future it would not scrap vessels on the beaches of India, Bangladesh and Pakistan.

The *Horizon Trader*, a 42 year-old U.S.-flagged container ship was acquired by Matson when it purchased Horizon Lines late last year. A decision was then made to scrap the vessel and it was delivered to the All Star Metals ship recycling facility in Brownsville, Texas in January 2015.

However, instead of being recycled in accordance with U.S. environmental health and safety Laws, creating local jobs, the *Horizon Trader* was photographed on September 2, being towed out of Brownsville with fresh paint on the ships hull masking the true identity of the vessel. The Maritime Administration and the Environmental Protection Agency confirmed to BAN that the *Horizon Trader* was authorized for export to the shipbreaking yards in India. BAN obtained the original Horizon Lines Memorandum of Agreement for the sale of the *Horizon Trader*, which stipulated that the buyer would responsibly recycle the vessel in the United States.

BAN then notified Matson and asked the company to recall the ship, and while they claimed they no longer had the authority to recall the ship, they released the following statement: “Because of concerns with recycling practices in South Asia, Matson has decided to expressly prohibit recycling of its vessels in this region going forward.” The statement is reflective of a growing consensus of ship owners.

The U.S. government has likewise maintained a long-standing policy that requires its own ships to be recycled domestically and off the beaches. Ironically this stands in stark contrast to the fact that the U.S. government allows private shipowners to legally reflag their vessels for disposal on foreign shipbreaking beaches. “While the export may be legal according to U.S. law, it outsources pollution and U.S. jobs to Asia,” said Self Colby, a spokesman for BAN. “It is highly irresponsible. We ask All Star Metals as a U.S. ship recycling company purporting to be a green ship recycler, to turn the *Horizon Trader* back to Texas for proper recycling.”

2,000 enslaved fishermen rescued in six months

More than 2,000 fishermen have been rescued this year from brutal conditions at sea, liberated as a result of an investigation into seafood brought to the U.S. from a slave island in Eastern Indonesia.

Dozens of Burmese men in the bustling port town of Ambon, Indonesia, were the latest to go home, some more than a decade after being trafficked onto Thai trawlers. Grabbing one another’s hands, the men walked together toward buses. As they pulled away from the airport, some of those still waiting their turn to go home cheered, throwing their arms in the air.

“I’m sure my parents think I’m dead,” said Tin Lin Tun, 25, who lost contact with his family after a broker lured him to Thailand five years ago. Instead of working in construction, as promised, he was sold onto a fishing boat and taken to Indonesia. “I’m their only son, They’re going to cry so hard when they see me.”

The reunion he envisions has played out hundreds of times since March, after the Association Press tracked fish –caught by men who were savagely beaten and caged– to the supply chains of some of America’s biggest food sellers, such an Walmart, Sysco and Kroger, and popular brands of canned pet food like Fancy Feast, Meow Mix and Iams. It can turn up as calamari at fine restaurants, as imitation crab in a sushi roll or as packages of frozen snapper relabeled with store brands that land on our dinner tables. The U.S. companies have all said they are taking steps to prevent it.

In response, a multi-million-dollar Thai-Indonesian fishing business has been shut down, at least nine people have been arrested and two fishing vessels have been seized. In the Untied States, importers are demanding change, three class-action lawsuit are underway, new law have been introduced and the White House is pushing exporters to reform labor practices.

Singapore Strait piracy attempt foiled

The Malaysian Maritime Enforcement Agency and the Indonesian and Singaporean navies foiled a piracy attempt on the Singapore Strait on September 1. According to reports, the Maritime and Port Authority of Singapore received a distress call from the Malaysian-flagged tugboat *M/V Permata 1* at 9:07 A.M. local time. The Republic of Singapore Navy immediately deployed its *Fearless*-Class patrol vessel, *RSS Resilience*, and the pirates were apprehended. The *Resilience* escorted the *Permata 1* to Singapore. No crew members on the tug were harmed in the incident.

Southeast Asian piracy has become a hotbed of activity this year. In July, the Regional Cooperation Agreement on Combating Piracy and Armed Robbery against Ships in Asia (ReCAAP) said that incidents of piracy and armed robbery had risen by 18% in 2015 compared to the same period last year. There have already been 106 incidents reported between January and June 2015 compared to only 90 in 2014.

Malaysia and Indonesia recently established a joint rapid response deployment team on August 21. The Indonesian Navy now has a base on Batam Island and Malaysia has a similar base in Johor.

In a statement, Singapore Navy Rear Admiral Frederick Chew said: “I am heartened to see the good cooperation between Singaporean, Indonesian and Malaysian enforcement agencies in disrupting the sea robbery attempt on the *Permata 1*. In particular, the close cooperation between the Singapore and Indonesian navies is a reflection of the strong ties between our navies. We need to continue working closely together to keep up the pressure on sea robbers and to bring sea robbery incidents down.”

Patriot Contract Services

Effective October 1, 2015

Watson-Class LMSRs

Full Operating Status (FOS)

Rating	Wages (56 hr. week)		OT Hourly	Supp. Benefit Base Monthly	Supp. Benefit Monthly	Supp. Benefit Daily	Money Purch. Plan
	Monthly	Daily					
Bosun	\$7,481.28	\$249.38	\$31.51	\$5,296.02	\$2,648.01	\$88.26	\$27.00
AB	\$5,917.70	\$197.25	\$24.27	\$4,097.09	\$2,048.54	\$68.29	\$27.00
OS	\$4,223.76	\$140.79	\$19.26	\$2,887.55	\$1,443.77	\$48.13	\$27.00

*Supplemental Benefits: Fifteen (15) days for each Thirty (30) worked or pro rata thereof.

Reduced Operating Status (ROS)

Rating	Weekly Wage	Daily Wage	OvertimeRate
Bosun	\$1,419.05	\$202.72	\$31.51
AB	\$1,112.66	\$158.95	\$24.27
OS	\$852.02	\$121.72	\$19.26

Supplemental Benefits: One and one-half (1½) days for each Thirty (30) days worked or pro rata thereof.

Patriot Contract Services

Effective October 1, 2015

USNS Martin (ROS)

Rating	Base Wages		Supp. Benefit Daily	Hourly OT Rate	Money Purchase Pension Plan Daily
	Weekly	Daily			
Bosun	\$1,522.09	\$217.44	\$10.88	\$26.88	\$11.26
A.B.	\$1,078.46	\$154.07	\$7.70	\$18.78	\$11.26
O.S.	\$825.60	\$117.94	\$5.90	\$17.33	\$11.26

Effective October 1, 2015

USNS Waters

Rating	Base Wages		Supp. Benefit Daily	Hourly OT Rate	Money Purchase Pension Plan Daily
	Monthly	Daily			
Bosun	\$4,660.98	\$155.38	\$39.34	\$29.07	\$11.72
A.B.	\$3,552.04	\$118.40	\$29.99	\$22.41	\$11.72
O.S.	\$2,718.36	\$90.61	\$22.48	\$17.40	\$11.72

Patriot Contract Services

Effective October 1, 2015

MT PAX

Full Operating Status (FOS)

	Monthly Base Wage	Daily Base Wage	Hourly Overtime Rate	Monthly Benefit Base	Monthly Supple. Benefit	Daily Supple. Benefit	Daily Money Purchase Plan
Bosun	4,692.69	156.42	22.34	4,692.69	2,064.21	73.00	28.64
AB	4,298.67	143.29	20.50	4,298.67	1,890.89	66.87	28.64
OS	3,548.69	118.29	17.24	3,548.69	1,560.99	55.20	28.64

Reduced Operating Status (ROS)

	Weekly Base Wage	Daily Base Wage	Hourly Overtime Rate
Bosun	1,455.94	207.99	22.34
AB	1,333.69	190.53	20.50
OS	2,918.68	583.74	19.24



SUP President's Report

September 14, 2015

APL MARINE SERVICES

Negotiations

In accordance with Article XVII of the SUP Constitution, a Negotiating Committee shall be elected at today's Headquarters meeting to bargain with APL.

The Committee will turn-to on Friday, September 18, to review General Rules and Work Rules proposals submitted by the membership in preparation to caucusing with the MFOW and SIU-Marine Cooks Negotiating Committees to formulate unified General Rules proposals.

By mutual agreement, bargaining will begin at SUP Headquarters on Monday, September 21, and continue daily through the end of the month, when the current contract expires.

Shore Leave in Pakistan

On August 29, the SUP along with the other Unions aboard APL vessels, were notified by the company that the State Department has issued a travel warning for Pakistan due to ongoing instability in that country. The travel warning cites the many terrorist attacks in recent years targeting civilians and security personnel. Specifically cited was the U.S. Consulate in Karachi where American officials frequently receive reports from U.S. citizens who have been victims of robberies at gunpoint.

Since the *APL Agate*, *APL Coral* and *APL Cyprine* call Karachi, the company has requested that the restriction to ship provisions of the collective bargaining agreement be waived for Karachi for the safety of the crew until the State Department eases the warning.

On behalf of the Union, your secretary agreed to this request, pending membership approval.

PATRIOT CONTRACT SERVICES

In accordance with the various Agreements with Patriot Contract Services, covering government vessels, total labor cost increases in wages, overtime, Supplemental Benefits and contributions to the SUP Welfare Plan shall be effective October 1, for the following vessels:

- *Watson*-Class LMSRs: 1%
- *USNS Waters*: 2%
- *USNS 1st Lt. Harry L. Martin*: 2%
- *MT SNLC PAX*: 3%

New wage scales will be published in this month's *West Coast Sailors*.

It should be noted there are no increases for the Ready Reserve Force vessels (*Admiral Callaghan*, *Cape Henry*, *Cape Orlando*) the company operates for the Maritime Administration as Patriot's contracts with the government have expired. As previously reported, the SUP, MFOW and SIU-Marine Cooks are formulating bids with Patriot, as well as Matson, for RRF vessels.

Those employed in the surge sealift LMSRs – *USNS Gilliland*, *USNS Gordon*, *USNS Shughart* and *USNS Yano* – received a 2% wage increase on January 27. (See the January *West Coast Sailors*).

SUP ELECTION: NOMINATIONS

In accordance with Article XII of the SUP Constitution, nomination of regular officers of the Sailors' Union of the Pacific for the 2016-2019 term shall commence at today's Headquarters' meeting and conclude at next week's Branch meetings. Written notice of this fact was published in last month's *West Coast Sailors* and posted at all Union halls.

Any eligible member may place his or her own name in nomination for any regular office or may be nominated by another member. Nominations may be made either in person or by mail; however, any nomination made by mail must be received at the Branch or Headquarters at least one day prior to the meeting at which nominations will be received.

The following are the regular offices of the Sailors' Union of the Pacific:

- President/Secretary-Treasurer
- Vice President/Assistant Secretary-Treasurer
- Seattle Branch Agent
- Wilmington Branch Agent
- Honolulu Branch Agent
- San Francisco Business Agent
- Trustees of the SUP Building Corporation (5)
- Delegates to the Seafarers' International Union of North America Convention (3).

All nominees shall be notified by mail of their nomination. A list of names and nominees for each office shall be conspicuously posted in each Union hall and will be published in the September issue of the *West Coast Sailors*.

A Committee on Candidates will be elected at today's Headquarters' meeting and will meet after today's meeting, and again on Tuesday, September 22, to review the list of nominees and mail notification of their nomination.

All nominees who desire to become candidates for and hold any regular office shall have the following qualifications:

- He or she is a member in good standing at the time of nomination.
- He or she achieved "B" seniority as defined in the SUP Shipping Rules; and
- He or she is not disqualified by law. A member shall not be eligible to be a candidate for and hold any regular office if within the past five years he/she has been convicted of, or served any part of a prison term resulting from conviction of robbery, bribery, extortion, embezzlement, grand larceny, burglary, arson, violation of narcotics laws, murder, rape, assault with intent to kill, assault which inflicts grievous bodily injury, or violation of Title II or III of the Landrum-Griffin Act, or conspiracy to commit any such crimes.

All nominees who desire to become candidates shall have the necessary qualifications and acceptance of the nomination in the office of the Committee on Candidates at Headquarters prior to midnight, Wednesday, October 14, 2015.

The acceptance shall be by letter which shall be dated and shall contain the following:

- a) The name of the candidate;
- b) His/her home address and mailing address;
- c) His/her membership number; and
- d) The title of the office or other position sought, including the name of the Port in the event the position sought is that of Branch Agent or Business Agent.

No one may be a candidate for more than one office with the exception of the position of Trustee of the SUP Building Corporation and delegate to the SIUNA Convention.

Nominees who shall fail to comply herein with shall be regarded as having declined the nomination.

The election itself shall be conducted by secret mail ballot from December 1, 2015, through January 31, 2016.

[At this point in the meeting, Chairman Roy Tufono called for nominations. See page 4.]

SUP OFFICERS' WAGES

Article XV, Section 1(a) of the SUP Constitution states: "The salaries and supplemental pay [of Union officers] shall be adjusted automatically on the same percentage basis whenever the membership has a percentage adjustment in wage and vacation pay for the offshore agreements."

On July 1, members working aboard Matson Navigation Company vessels and those employed under the SUP/Matson Maintenance and Extra Maintenance Agreements received a 2.75% increase in wages and wage-related items.

However, since the Agreements with APL Marine Services expire on September 30, there is no way at the present time to determine a percentage increase for SUP officers.

When bargaining is completed and new Agreements are ratified by the membership, a comparison between the Matson increase and a prospective APL wage increase will determine the increase for Union officers. Recommend when that comparison is made, the increase will be retroactive to October 1.

COLUMBUS DAY

All SUP halls will be closed for Columbus Day, Monday, October 12, a holiday under all SUP agreements. Due to the holiday, the Headquarters membership meeting will be held on Tuesday, October 13.

ACTION TAKEN

Election of Committee on Candidates: Nominated and elected were: Diane Ferrari, Noel Itsumaru, Kaj Kristensen, Mick McHenry, and Frank Portanier.

Election of APL Negotiating Committee: Noel Itsumaru, Paul Fuentes, and Haz Idris.

M/S to accept President's recommendation to waive restriction to ship in Karachi. Carried unanimously.

M/S to concur with President's recommendation to accept officer's increase to be retroactive to October 1, after APL bargaining ends. Carried unanimously.

M/S to concur with the balance of the President's report. Carried unanimously.

Gunnar Lundeberg

Export-Import Bank receives support from business roundtable

The Business Roundtable has called on Congress to pass charter renewal authorization for the United States Export-Import (Ex-Im) Bank.

In a letter to House and Senate leadership this month, Thomas Linebarger, chair of the association's International Engagement Committee, wrote that since the bank's authority lapsed, "Congress' failure to reauthorize Ex-Im Bank has already resulted in U.S. companies losing international sales and puts hundreds of thousands of U.S. jobs at risk."

The Business Roundtable, an association of chief executive officers from U.S. companies dedicated to promoting sound public policy and a thriving U.S. economy, joins previous efforts by the AFL-CIO's Maritime Trades Department (MTD), its affiliates and its Port Maritime Councils, to seek renewal of the bank's charter. The SUP is affiliated with the MTD.

In late July, President Obama called on Congress to renew authorization for the Ex-Im Bank at a White House meeting for charter renewal of elected officials and businesses large and small aided by the Ex-Im Bank.

In his letter, Linebarger pointed out, "For example, in [Fiscal Year] 2014, it provided \$27.5 billion worth of U.S. exports through its approval of over 3,700 transactions for U.S. companies, including more than 3,300 for small businesses. These exports supported an estimated 164,000 American jobs at these companies as well as companies in their U.S. supply chains."

As the MTD has noted throughout its campaign to renew the charter, many of these jobs are maritime-related as cargo generated by the Ex-Im Bank must be moved aboard U.S.-flag, U.S.-crewed vessels.

Congressional inaction caused the bank's charter to expire at the end of June. While the Ex-Im Bank cannot conduct its primary business, backing low-interest loans for the export of U.S.-made products and goods, the bank has enough money to maintain basic operations for several months.

Aussies detain sub-standard Panama-flag bulk carrier

The Australian Maritime Safety Authority (AMSA) has detained the Panama-flagged bulk carrier *MV Apellis* after an inspection revealed a number of deficiencies relating to the working conditions of the crew. The vessel is operated by Pyrsos Shipping Co Ltd and chartered by Hudson Shipping Lines.

AMSA inspected the vessel at the Port of Esperance in Western Australia after receiving a complaint from the International Transport Workers’ Federation raising concerns about the welfare of the crew. Once on board, the AMSA surveyor discovered a number of deficiencies including:

- Seafarers not being repatriated as required by their employment agreements;
- Seafarers not being provided a monthly account of wages for the month of August;
- One crew member found to be working beyond medical restrictions;
- No working washing machine in crew laundry;
- Inadequate quality or nutritional value of food; and
- Seafarers not paid monthly as required by their employment agreements.

The vessel has been detained on the matter of non-payment of wages. The *MV Apellis* will remain under detention by AMSA until this deficiency is rectified.

The vessel is crewed by a mix of Indonesians and Ukrainians.

AMSA’s General Manager of Ship Safety, Allan Schwartz, said that the proper treatment of seafarers is just as important as the proper maintenance of ships’ equipment – a failure in either system can lead to serious accidents.

“All ships in Australian waters need to comply with Australian standards,” Schwartz said. “Seafarers live difficult lives often spending many months at sea away from their families and friends. Any vessel which is found to be in breach of the Maritime Labor Convention (MLC) or other Australian standards will be detained by AMSA and repeat offenders risk being banned from Australian waters.”

“The AMSA detention of this vessel for breaches of the MLC is a clear statement to both the flag state and the owner to address the abuses occurring on board,” says David Hammond, CEO and Founder of Human Rights at Sea. “Breaches of both labor rights and human rights appear to be common. Some of the reported issues include cruel, inhumane and degrading treatment of the crew. The question is, what will the flag state do in this case?”

The Maritime Union of Australia’s International Transport Workers’ Federation’s (ITF) Assistant National Coordinator Matt Purcell said a volunteer ITF inspector boarded the ship to meet with the crew after receiving a complaint. “The person we sent up the gangway was distressed by what he saw and said the crew were fearful of repercussions,” Purcell said. “Food and water is being rationed, which as well as being an outright contravention of MLC, it’s also inhumane. We have one crewmember, the steward, on \$200-a-month, another, the chief engineer, claims he hasn’t received a single cent in eight months. The majority of the crew just want to go home to their families after their ordeal. There is also a concern that there is not enough stores to sustain the crew on their scheduled voyage to Indonesia.”

ITF President Paddy Crumlin said he was worried there would be an increase in these incidents of exploitation as Australia’s conservative government moved towards further relaxing shipping regulation through amendments to the Coastal Trading Act.

Aussie and Chinese to build *Titanic* replicas

Australian businessman Clive Palmer has delayed his plans to build a *Titanic* replica by at least two years. With a Chinese theme-park *Titanic* almost ready, he may have to rename his vessel to *Titanic III* rather than *Titanic II*. *Arabian Business* announced Palmer’s delay after an interview with a representative from Blue Star Line, Palmer’s company behind the project. The vessel had originally been expected to be ready by 2016, now it is slated for 2018.

Palmer originally announced plans to build a replica, which would sail from Southampton to New York, in April 2012. Ten days later, the millionaire, whose projects have also included plans to build a Jurassic Park-style theme park full of animatronic dinosaurs, signed a deal with the Chinese shipyard CSC Jinling.

The theme-park replica *Titanic* is currently being built. The life-sized Chinese replica is expected to be complete by August 2017, and open to the public in October 2017. Shipbuilder Wuchang Shipbuilding Industry Group, a Chinese State-run shipbuilder, is undertaking the \$161.3 million project. Sichuan-based company Seven Star Energy Investment Group is reportedly providing the funds.

China Daily has reported that Su Shaojun, Chairman of Seven Star, said that he wanted, through the reconstruction, to

share and spread the spirit of the *Titanic*, love and self-sacrifice.

The replica will be the centerpiece of a theme park expected to attract tourists from around the world.

Su also stated that Seven Star has launched the *Titanic* Foundation which aims to provide assistance to shipwreck accident victims. Three percent of ticket sales and one percent of the theme park’s income will go to the foundation. The replica will be permanently moored on Daying Qi River in Sichuan province where the park is located, but visitors will be able to experience the infamous iceberg collision via high-tech simulation.

On April 15, 1912, 1,502 people died when the original *Titanic* struck an iceberg and sank on its maiden voyage across the Atlantic. Some relatives of passengers who died on the ship have condemned Palmer’s moves to build a replica as insensitive.

The *Titanic* was deemed unsinkable by its owners when it was launched in 1912, but Palmer has declared his *Titanic* replica “will be the safest cruise ship in the world”, reports *Arabian Business*. Palmer’s *Titanic* will be modified to improve its seaworthiness. The hull will be four meters wider and welded rather than riveted and will have modern evacuation procedures and satellite navigation equipment.

Vice President’s Report

September 2015

In addition to the routine duties of the front office at Headquarters, I prepared for and participated in negotiations with APL for a new contract and checked the following ships:

USNS Yano: Will Bowens, delegate. In another “no notice” activation from Reduced Operating Status to Full Operating Status on September 21, members calmly stepped up to the task and proved again the incredible strength, depth and elasticity of SUP hiring halls and our rotary shipping system. This ship crewed mainly from the Wilmington Branch.

USNS Shughart: Dana Anderson, delegate. Also activated with no notice and crewed with STCW-qualified professional mariners less than 24 hours after the call. Seattle gang.

USNS Gilliland: Noel Romero, delegate. Activated a week earlier for sea trials in Baltimore.

Cape Henry: Paul Davis, delegate. Also activated on September 21. Crew mostly from San Francisco.

Cape Orlando: expected to activate for sea trials from the shipyard at Mare Island, Vallejo.

USNS Dahl: Sam Worth, delegate. Ship performing well in classification inspections.

USNS Watson: Sale Ugaitafa, delegate. In ROS in Newport News.

USNS Sisler: Matt Henning, delegate. In good shape after shipyard period in New Jersey and now at Virginia layberth awaiting load port orders. Clarification on wage increases in *Watson*-class versus other Patriot ships. *Watson* sailors will get a 1% increase, *Waters* will get a 2% increase, and PAX will get a 3% increase –all across the board and all on October 1.

USNS Red Cloud: Daniel Babatunde, delegate. Clarification on restriction to ship. Enroute to a U.S. shipyard. Officer satellite phone access at sea denied to the crew: registered objection with the Company. Officer MSC clearances, which

go beyond the standard EPIC clearance, was cited as the reason. Email access is communal to a single account, but it is an improvement over no internet access at all. Pursuing better network and satellite phone access.

USNS Pomeroy: Dennis Sumague, delegate. Underway in the Indian Ocean for sea exercise. Reliefs have been dispatched and are winding through the clearance process.

APL Belgium: Christopher Go, delegate. Paid off clean in Oakland. Relief crew shipped.

APL Singapore: Paul Harsaney, delegate. In concert with Wilmington Branch Agent Mark Hurley we investigated and filed a restriction to ship claim after investigation. Still pending. Demanded an end to the practice of storing food waste with provisions in freezer spaces and proposed alternative waste freezer in the garbage room. Company objected on cost and hazard grounds. Pursuing the issue in bargaining.

APL Agate: Ed Pastolero, delegate. On the new China shuttle run (AS1 service). Clarification on watchstanding. Midnight day of arrival Hong Kong two-person watches are set and carried through to midnight day of departure Chiwan. At that time the one-person watch is set and carried through Singapore, Port Kelang, Colombo, Karachi, Singapore again and back to Hong Kong.

California Voyager: Anton Seravai-syar, delegate. Call from Bosun Scott Oliphant on arrival in San Francisco Bay indicates ship ran out of milk, eggs and orange juice on passage from Gulf. Another one-man watch grievance filed. Still awaiting arbitration decision on the issue.

San Francisco Bar Pilots: Mike Koller, delegate. Running smooth.

Foss Maritime Company: JD Rymel, Ed Chilbert, and Tom Tynan, delegates. Investigated and pursued a termination grievance of a casual call-out engineer.

Dave Connolly

Melting ice caps and new shipping lanes

While the disappearing Arctic ice cap is a global issue, it also has the potential to boost the shipping industry by redrawing global shipping routes. The melting Arctic has created new shipping lanes in previously unnavigable routes between Northwest Europe and countries such as China, Japan and South Korea.

According to a report by the Council on Foreign Relations (CFR), the retreating ice caps are opening lanes that could complement conventional routes used during the summer. The Northern Sea Route (NSR) is clear during the summer but the CFR expects that it will be available year-round by 2030.

The NSR became ice-free in 2007 and is gaining traction as an alternative route. The number of vessels using the NSR has steadily increased in the last five years. In 2010, only four cargo ships used the route. That number jumped to 53 last year. The NSR reduces transit time from Japan to north European countries by 37%, from South Korea by 31%, China 23% and Taiwan 17%.

Egypt expects its newly-expanded Suez Canal to allow 34,000 vessels to transit each year, but that lofty number may not be achieved if Russia has its way. Russia is investing nearly \$5 billion into Arctic infrastructure to make the NSR the “Suez of the North.”

In April, Moscow formed the Russian Arctic Commission to develop its economic interests in the area. The main objective of the commission is the harmonization of government activities and the establishment of regional authorities. Russia is also building ten relief ports along the Siberian coastline for ships that need repair, and China recently signed a free trade agreement with Iceland in anticipation of using the NSR.

If Russia is successful in making the NSR the new Suez, this could lead to a drop in shipping volume through the original Suez. Prior to its expansion, the Suez Canal handled about 8% of world trade. The CFR report states that the volume could fall by about two-thirds if Russia is able to successfully utilize the NSR.

There are still a few hurdles to cross before the NSR becomes the Suez of the North. Weather is the primary hurdle because the environment is harsh even in the summer.

SUP Branch Reports

Seattle

August 17, 2015

Shipped during the period: 3 Boat-swains shipped and filled with two A-cards to commercial bottoms and 1 C-card to a Navy bottom; 9 Able Seaman jobs shipped and filled with 3 A-cards, 2 B's, 1 C, and 3 D registrants; and 3 standbys went to 2 A-card and 1 B-card.

Registration: 6 A cards for a total of 17; 7 B cards for a total of 20; and 2 C cards for a total of 12.

Ships Checked

Matson vessels *MV Manoa*, *SS Kauai* and the *SS Maui* called in Seattle with little or no problems. The APL vessels, *APL Philippines*, *APL Coral* and *APL Cyprine*; and the Patriot vessels *USNS Yano*, *USNS Gordon*, *USNS Sisler*, and *USNS Soderman* called for SUP/MFOW crew replacements.

I represented the SUP at the following meetings: The Washington State Labor Council Convention and the King County Labor Council Executive Board meetings.

Shipping remains good if you can work in the "Navy" bottoms. These are excellent paying jobs that require Union sponsored training if you are eligible. "B" and "C" members should apply. Shipping for "A" seniority members is good Union wide but a little slow here. Please check all your documents and certificates for expiration dates. Your STCW medical cards are good for two years. And many members opted for a three year option when last renewing their TWIC cards and that was three years ago.

Vince O'Halloran
Branch Agent

Wilmington

August 17, 2015

Shipping for the period: AB: 15, AB Maint: 4, OS: 1, standby: 56. Total jobs shipped: 76.

Registrations: A: 32, B: 30, C: 17, D: 17

Ship checked

APL Philippines (Leon G. made); *Manulani* (Randy Runyan, Bosun and Dan Tun, Delegate—no beefs); *Mokihana*, *APL China*, *Maunawili*, *APL Belgium* (first time in, no problems); *Mahimahi*, *Maunalei* (Rob Morgan, Bosun); *APL Korea*, *Mokihana*.

On July 30, made the Harbor Labor Coalition meeting. On August 13, attended the Maritime Trades Department meeting and another Harbor Labor Coalition Labor Day Committee meeting. We are having them every Thursday now gearing up for the big parade and picnic on Labor Day.

Retiree Don Bohle showed up in his new Corvette visiting us from his farm in Arkansas. Good to see Don.

Sad news: active member Isaias Desousa passed away on August 15. Condolences to his family.

Mark Hurley
Branch Agent

ATTEND YOUR
MONTHLY
SUP UNION
MEETINGS!

Honolulu

August 17, 2015

Shipped the following jobs in the month of August: 1 Bosun steady, 2 AB Day steady, 1 AB Day relief, 2 AB Day return, 6 AB Watch steady, 1 AB Watch relief, and 1 AB Maint steady. The shipping jobs were filled by 5 A cards, 6 B cards, and 3 C cards. Shipped 29 standby jobs. The standby jobs were filled by 2 A cards, 10 B cards, 3 C cards, 12 7 D cards, and 2 MFOW members.

Registered in August: 10 A cards, 6 B cards, 3 C cards, and 2 D cards. To date totaled registered: 15 A cards, 13 B cards, 4 C cards and 5 D cards.

Ships checked

I visited the *Manukai*, *Maunalei*, *RJ Pfeiffer*, *Maunawili*, *Manulani*, *Manoa*, *Kauai*, *Mokihana*, *Maui*, *Mahimahi*, *Matsonia*, and the Paint and Rigging gang. All are running with few or minor beefs.

I represented the SUP at the Hawaiian Ports Maritime Council meeting, a breakfast meeting with Senator Brian Schatz, and a luncheon meeting with Congressman Mark Takai. Election season is starting to heat up.

Just a reminder, if you come to the Union hall for anything; i.e. pay dues, register, get a slip to see the doctor for a drug test or annual physical, remember to bring your SUP membership book with you. This is necessary for any Union business you wish to do.

Aloha,

Michael Dirksen
Branch Agent

Business Agent's Report

September 14, 2015

California Voyager: At the Richmond Long Wharf met with the gang and they voiced strong concerns about the stores issues: running out of milk, bread, eggs, juice, and chicken. It amazes me how Chevron, a multi-billion dollar oil company, has an ongoing issue with this belly-robbing food budget. There is NO excuse for running out of anything especially when you're on the Coast. Aton Seravaseiyar, delegate, Scott Oliphant, Bosun.

Oregon Voyager, Mississippi Voyager: Both ships in and out of the Richmond Long Wharf.

Kauai: Called back the crew, she's been laid up for a couple of months. Chris Bunheirao, bosun and Sam Scott, delegate.

Maui: In and out of Oakland twice with little or no beefs Robert McLavey as delegate, Mike Worth as Bosun.

Manoa, Mahimahi: Both in twice with no beefs. There's been talk about the *Mahimahi* skipping Oakland next trip.

Lihue: In at Oakland #62. Met with the deck department, Chief Mate needs charm school. All squared away.

APL Thailand, Philippines, Singapore, China: Ships checked with little or no beefs.

APL Belgium: Due in the middle of September, will be a big turn over on her five jobs. In good hands with Robert Jones as Serang; Christopher Go as delegate.

APL Agate, APL Coral: These ships will switch over to the 42-day Asia Express run by the end of September.

RRF Admiral Callaghan, Cape Orlando: Running smoothly.

Cape Henry: In at Mare Island shipyard; been there for a month getting repair work done, Not sure how long she'll be there. Yard workers' turning to between 1800-0300 submitting lodging claim; Jim Linderman, bosun.

Moku Pahu: Laid-up in Oakland #67; word has it 10 days.

Also dispatched and worked in the front office.

Roy Tufono

Dispatcher's Report

Headquarters—August 2015

Deck	
Bosun.....	7
Carpenter.....	0
MM.....	5
AB	13
OS	5
Standby	69
Total Deck Jobs Shipped	99
Total Deck B, C, D Shipped.....	83
Engine/Steward	
QMED.....	0
Pumpman.....	0
Oiler.....	0
Wiper.....	0
Steward	0
Cook	0
Messman	0
Total E&S Jobs Shipped.....	0
Total E&S B, C, D Shipped	0
Total Jobs Shipped - All Depts.	99
Total B, C, D Shipped-All Depts.	83
Total Registered "A"	34
Total Registered "B"	34
Total Registered "C"	18
Total Registered "D"	38

SUP and MFOW march in Wilmington

On Monday, September 7, the SUP and MFOW members assembled and then marched in the 36th Annual Labor Solidarity Parade.



Photo by MFOW Port Agent "Sonny" Gage



Photo by SUP Branch Agent Mark Hurley.

"If hard work were such a wonderful thing, surely the rich would have kept it all to themselves."

Lane Kirkland
President of the AFL-CIO
from 1980-1995

Renew Export-Import Bank

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Legislation passed by the Senate to allow the bank to resume its operations is held up in the House of Representatives, by Tea Party Republicans whose rational is to limit government intervention in the free market.

Congress allowed the bank's lending authority to expire on June 30. As a result, the bank is no longer processing new applications or engaging in new business, and is now focusing on its \$107 billion portfolio until it is reauthorized.

While most developed nations have an export credit agency, China appears to be the country most likely to gain if the Export-Import Bank is not reauthorized. According to a White House press release, the majority of global official export credit agency activity remained flat in 2014, China's grew by over 40%.